

**VOLUME 5**  
**EDITION 2**



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## **From the Chief, Marine Safety Branch**

Although Administrations may change, the purpose of the OSPR remains and the focus of the Marine Safety Branch (MSB) remains unchanged. The mandates of the Office of Spill Prevention and Response (OSPR) remains those found in the Keene Lempert Seastrand Oil Pollution Act of 1990.

The MSB 2003 Business Plan centered on a theme of Prevention, Preparedness, and Response. During Calendar Year 2003 we made great progress in all three areas. Reported marine oil spills are down, OSRO preparedness was checked through equipment deployment drills, while OSPR preparedness was improved with internal drills and training, and actual responses were conducted with efficiency and effectiveness.

Our 2004 Business Plan is being written with a look at the goals achieved during 2003 and those goals yet to be achieved. We will also be looking at areas of concern such as waterside security issues, Liquefied Natural Gas (LNG) shipments, and other issues that don't necessarily fall under the umbrella of Prevention of, Preparedness for, and Response to oil pollution incidents, but do fall under the purview of marine safety.

This next calendar quarter will find us working on such diverse projects such as a Technology Workshop in January, the National Harbor Safety Committee Meeting in February, and the SONS drill in April. For more information, see the "In the works" section of this newsletter.

To learn more about the MSB, please visit our page on the OSPR website:  
<http://www.dfg.ca.gov/ospr/organizational/msb/msb.htm>

Ted Mar

## **Maritime Safety Unit Update**

By Jack Geck

The Maritime Safety Unit (MSU) has been busy this last quarter with many continuing projects and some new ones. We have conducted a research project to identify shipwreck sites that may pose a pollution risk to the state marine environment. The MSU has also held a Harbor Safety Committee (HSC) Summit for the HSC chairs and liaisons (see the Harbor Safety Committee Section in this newsletter). MSU personnel have been participating on the Liquefied Natural Gas Facility Work Group, the Maritime Transportation System meetings for Northern California, the Northern Area Port Security Committee, the Tug Escort Crew Training and Inspection Program and are OSPR's subject matter specialists for maritime salvage, firefighting, lightering, and other maritime emergency services.

Oil Spill Prevention Supervisor I (OSPS I) Jack Geck is participating with several other State Agencies on the Liquefied Natural Gas Facility Work Group. He is also working with the various Pilot Advisory Councils to ensure compliance with training and safety requirements. Jack is the OSPR liaison to the Humboldt Bay HSC and a member of the North Coast Area Planning Committee.

Oil Spill Prevention Specialist (OSPS) Al Storm, OSPR Liaison to the San Francisco Bay HSC, is still working with the Department of Fish and Game's public affairs staff to create a boating safety video for the San Francisco Bay HSC. Al has also been attending the HSC Prevention Through People and Tanker Escort subcommittee meetings.

Associate Governmental Program Analyst (AGPA) Patricia Haynes, our Vessel Arrivals person, discovered seven vessels arriving in state waters this quarter that were not in compliance with COFR or Contingency Plan requirements. She continues to work very closely with the shipping agents, vessel owners and our field staff to ensure the vessels are

bought into regulatory compliance prior to entering State waters or cited and bought into compliance prior to departing State waters.

OSPS Barbara Foster continues to manage our San Francisco Bay Escort Tugboat crew training and inspections program. In addition, she is our pipeline safety resident specialist and the new ombudsperson for OSPR. Barbara is the OSPR Liaison to the San Diego HSC.

Laura Jansen is progressing in her training to become an OSPS. She reviews nontank vessel oil spill contingency plans and is fully qualified to assist Patricia in conducting the vessel arrival daily report.

Although Jim Rolin is an OSPS I supervising MSB's Southern Field Operations Unit, he is helping out the MSU by acting as the OSPR Liaison to both the Los Angeles/Long Beach HSC and the Port Hueneme HSC. He also attends the LA-LB Area meetings that are MSU related. (Thanks Jim.)

## **Readiness Unit Update**

By Chris Klumpp

### **R U READY?**

The Readiness Unit's (RU) continued focal point in MSB is the preparedness of the OSPR and industry through training, drills and exercises. Besides the day to day review of contingency plans, attendance at industry led drills, and the review of completed drill reports, the RU has been busy doing good things.

Last quarter saw the MSB and the RU involved with an OSPR internal tabletop exercise which took place in Northern California. Simulating a large non-tank vessel oil spill, Sacramento and field personnel responded, set up a command post and generated the next day's Incident Action Plan (IAP). This two day drill, along with other small focused drills, is part of an ongoing program to ensure the OSPR remains ready to effectively respond to pollution incidents.



The Sensitive Site Strategy Evaluation Program (SSSEP) has completed the first round of site evaluations. The lessons learned from these past evaluations will be included in my next update. OSPS Tommy Flores, field biologist Dave Price, independent consultant Terry Joslin, and the Oil Spill Response Organizations (Clean Bay, Foss, MSRC and NRC) have been doing a fantastic job at keeping this program on track. Due to the merging of some Oil Spill Response Organizations (OSROs) in the Bay Area, fewer sites will be exercised in 2004. Next year's scheduled sensitive sites to be evaluated are posted on the OSPR website.

This past quarter we resumed holding Plan Holder Unannounced drills. The success rate was only 85% which indicates a need for improvement in this area. Vessels which visit California were the primary source of drill failures. Vessels which hold California Contingency Plans are advised to review their plan and notification procedures prior to entering California State waters. Once in port, vessels may be subject to an unannounced drill.

Last quarter industry led drills attended by MSB included the ChevronTexaco drill in Richmond which served as an Area NPREP exercise, the Valero drill in Benicia, the Shell drill in Martinez, the Tesoro drill also in Martinez, the BP Castrol drill in

Richmond, and the ExxonMobil drill in Santa Barbara.

### **Northern Field Operations Unit Update**

By Rick Holly

The last MSB Newsletter outlined three prevention projects in progress by the Northern Field Operations Unit; this newsletter will report the completion of one project, the completion of the first phase of a second project and the continuing of our third project.

**Pipelines.** OSPS Dave Blurton's research on significant actions taken by companies to prevent recurring spills from their pipelines came up with three worthy examples of company reactions with long term results.

The Arroyo Pasajara crude oil release was a factor that caused Chevron to take the initiative to replace the affected pipeline and reposition it to a deeper depth. To date, this initiative has prevented storms from washing soil overburden away and exposing the pipeline. Additionally, the creek mouth was widened and lined with rock to prevent soil washout. Chevron conducted new training for its pipeline controllers. The operations center was moved from Bakersfield to Houston and integrated into the entire Chevron pipeline system. This is an excellent example of improving organizational procedures to prevent future oil spills. All of these measures are considered positive pipeline spill prevention actions.

The Donner Summit jet fuel release resulted in action taken by Kinder/Morgan to not only replace the pipeline but to use better backfill material to prevent damage from heavy equipment on the roadway crossing over the pipeline. Also four new scraper traps were installed between Rocklin and Reno at a cost in excess of \$5 million which allowed the use of "smart pigs" for better pipeline monitoring.

The Santa Fe Channel oil release resulted in IMTT replacing the old pipeline and repositioning it

overhead and above ground. This repositioning makes everyday monitoring of the pipeline easier. Also, pipeline operations now include the testing of this new line more frequently to insure integrity.

We highlight these actions because we are finding that there are companies that take positive action in the area of spill prevention and there are those that just talk about it and plan for it, but generally do little more than spin their wheels. We're choosing to recognize the positive and proactive companies.

**Small Craft Refueling Docks and Marinas.** The initial phase of the Marina Mapping Project that OSPS Sean Kelly started was completed in mid December. Working with the California Coastal Commission and other state agencies OSPS Ted Martin lead this project in Sean's absence. This project has taken longer than anticipated mainly because of the new facilities we are discovering and the reluctance of some owners to respond in a timely fashion to our surveys. We'll be taking a hard look at the second phase of this program which involves prevention and readiness training.

**Expanded Vessel Monitoring Program** This is a program that OSPS Vince Jeffries suggested and it has shown promise. Rather than board a vessel with the "checklist approach" of a plan on the shelf is a check in the "yes column" the word is getting out to the masters and ship's officers that they need to not only know and understand what is contained in their various response plans; they also need to understand their bunkering and deck drainage piping configurations. We anticipate expanding this program in 2004 to include more frequent vessel visits.

An initiative we've undertaken since the last newsletter is the boarding and inspection of passenger vessels visiting Monterey Bay. We anticipate holding some timed equipment deployment drills when the passenger vessels return in the spring of 2004. Initial inspections were generally positive

with both the vessel and the OSRO demonstrating knowledge and equipment readiness.

Another initiative that we've undertaken is teaching what we refer to as "Pipeline 101" with Dave Blurton as the instructor. The class has received excellent feedback. The class covers everything from the formation of oil to exploration, extraction, refining and transportation. Dave even throws in some recent actions in the Middle East that puts into perspective the damage caused to the oil fields in Kuwait and Iraq.

Office Technician (OT) Dara Chavoen continues to provide support to our entire Northern Field Response Team (FRT) and to all field OSPSs both North and South.

Last but not least, OSPS Sean Kelly is back in the United States after his military overseas tour in the combat zone. His return has been delayed until early this year.

### **Southern Field Operations Unit Update**

By Jim Rolin

OSPS Dennis Chastain has returned full time. He has restarted the development and beta testing of the Field Operations Unit database for tracking our activities. In addition to responding to a few spills Dennis is re-familiarizing himself with the workload and lifestyle of a field OSPS. Eventually we are going to send him to the Northern Field Operations Unit to install the database there. This database will be maintained and operated by OTs Dara Chavoen and Malinda Santonil. We also plan on placing the database in both the northern and southern field office servers. Once the database is fully online it will be utilized to look for trends and plan future oil spill prevention operations.

OSPS Vern Josey and OSPS Jack Prescott responded to a unique spill. Univision is the largest Hispanic television station in the LA area. The day tank for an

emergency generator overflowed during a fuel transfer operation, releasing 4300 gallons of diesel which eventually found its way into Centinela Creek. Vern Josey set up the waste disposal plan and arrangements for the quantification. Jack Prescott has recommended we visit other businesses with fuel tanks and look for ways to prevent a similar occurrence.

The California Coastal Commission Marinas' Mapping Project is complete in Southern California. Vern, Jack and OSPS Ed Boyes traveled the southern area with GPS in hand, collected data and forwarded this info to the CCC. We still walk the docks, talk to owner/operators and maintain a good presence in the harbors we serve.

The OSPR/CSTI HAZWOPER course was a success. We now are starting to develop a cadre of instructors who will coordinate activities with their supervisors and OSPR Industrial Hygienist Francis Mateo. We also are planning to have OSPS Dave Blurton come down this way to give his Oil 101 course to not only OSPR folks but the USCG MSO LA/LB MEP personnel.

Recently we received three letters. The first letter commended our field staff for their participation in the City of Bellflower Safety Fair. Another for the role Jack Prescott and Ed Boyes played in the ST Services/Shore Terminal tabletop exercise. The third letter was from the Orange County District Attorney Office informing Ed Boyes on the successful outcome of a case he worked on.

We continue to attend the HSC meetings in LA / LB, Port Hueneme and Port of San Diego (Vern Josey). Recently Jim Rolin participated in the Harbor Safety Committee Summit held in Sacramento.

### **Prevention**

#### ***Harbor Safety Committees***

By Jack Geck,

The third Harbor Safety Committee Summit meeting was held in Sacramento on the 30<sup>th</sup> of October. All committees were represented by their Chairpersons. Agenda items of concern were: members-at-large; proposing regulatory and statutory changes for the HSCs; updating committee bylaws; the Spill of National Significance exercise for Southern California in 2004; the 6<sup>th</sup> Annual National Harbor Safety Conference scheduled in February of 2004; and the Request For Proposal process to obtain secretariat services for all the committees. Another newsworthy item was the discussion of suggested HSC name changes to reflect an extension of the geographic areas covered by HSCs. For example the name suggested for the Humboldt Bay HSC was the North Coast HSC, and the suggested name for the LA/LB HSC was the Southern California HSC. However, any name changes would require a change in statute.

All chairs shared information about their committees and the various projects that the committees are working on. Humboldt Bay HSC recently completed a publication to aid boaters on the bay and is currently working to update their oil waste disposal brochure. San Francisco is working on a video called "Sharing the Bay" which is an overview of vessels operations and safety of navigation for all boaters. The Port Hueneme HSC is working to create a boaters guide that explains locations names, radio protocols and navigation safety. The Los Angeles/Long Beach HSC is also working to create documents similar to those mentioned above. They have also been hard at work creating their Tug Escort regulations for tank vessels. The San Diego HSC is working on a pamphlet on boating safety with the OSPR and is also busy creating and filling at-large positions on the committee.

OSPR's Interim Administrator, Carl Moore, gave guidance to the committee chairs on how to select candidates for vacant member-at-large positions. This new process will allow extra members that represent various port and waterways users that were not included in the original HSC regulations, to be represented on the committees. The Committees are also in the process of advertising to fill all of their vacant member positions, if you are interested in serving on a committee, please check their websites to find out which positions are vacant at this time.

### ***Facilities***

By Rick Holly

To decrease the possibility of an oil pollution incident during disconnect operations with California facilities, the T/B JOVALAN operated by Public Service Marine made modifications to its piping connections and now hoses are connected over the barge's manifold containment area. We appreciate the positive and proactive action taken by Public Service Marine.

A marine terminal with an antiquated (early 1900 era) crane that we feel may be partially responsible for improperly drained transfer hoses has begun its process for replacement of that crane. In the meantime operational controls have been reiterated to terminal personnel to prevent further spills.

### ***Tanker Tug Escorts***

By Ted Mar

The San Francisco Bay Tank Vessel Escort Regulations have been in effect since 1993. With the help of the maritime community (including pilots, escort tug companies, the Marine Exchange, vessel owners, operators, charters, and shipping agents), tank vessel crews have been educated on the California State regulations requiring the use of escort tugs, preparing escort plans, and tug escort

zone requirements. Over the past ten years, we have had continued safe transits of escorted tank vessels, with no groundings, collisions, allisions, or other accidents due to the loss of propulsion or steering. The Harbor Safety Committee of San Francisco, Suisun, and San Pablo Bays periodically review the tanker escort regulations and makes recommendations for changes to my office. Through one of its subcommittee meetings, an area of concern has emerged.

We have been told that on rare occasions a tank vessel crew may arrive at the San Francisco Bay Precautionary Area without knowledge of the Tank Vessel Escort Regulations. Escort tugs may have been arranged for, but the tanker master has not been clued into the tug escort process.

If the OSPR receives a report that an arriving tank vessel crew has no knowledge of our tug escort regulations, we will board the vessel and speak with the crew to determine where the process can be improved. We will then inform the tanker owner/operator of what can be done to ensure the tank vessel crew is prepared for our tug escort regulations upon future visits to San Francisco Bay.

If you have any questions on this matter, do not hesitate to contact OSPS Al Storm at (916) 324-6259.

## **Preparedness**

### ***Area Committees***

#### **North Coast Area Committee**

By Jack Geck

The North Coast Area committee has been busy revisiting both old and newly designated environmentally sensitive sites to provide updated response strategies. It is expected that all sites will have been visited and changes made to the geographic response plans in time for the next meeting. Abandoned vessels are a constant problem

in the bays and back waters of the area. The OSPR, Humboldt County Sheriff, USCG and the Port Authority have worked exceptionally well together to remove these pollution risks from the water.

The next meeting of the North Coast ACP Committee will be held at Woodley Island Marina on February 19, 2004.

### **Central Coast Area Committee**

By Tommy Flores

The Central Coast Area Committee is also concerned with the never ending problem of abandoned small craft and commercial vessels. OSPR Warden John Sutton is leading the committee in a new direction of managing these problems with his "Abandoned, Derelict and Immediate Pollution Threat Vessel Program."

The committee is still hoping to find a plan holder willing to host a large Spill Management Table Top exercise sometime during calendar year 2004.

### **Los Angeles/Long Beach Area Committee**

By Chris Klumpp

The LA/LB north and south meetings are now combined. The Dispersant Subcommittee is working on a draft dispersant use policy/FOSC checklist. With the upcoming 2005 ACP revision, the USCG and OSPR are in the process of digitizing the sensitive site maps. The sensitive site subcommittee is conducting site visits and updates with the local OSROs.

### ***Contingency Plan News***

#### **OSRO Documentation for Vessels**

By Barbara Foster and Ted Mar

Marine Safety Branch's plan reviewers are now accepting alternative documentation for proof of OSRO coverage of vessels. Up until this time, we have accepted, for tank vessels, copies of contracts

with the owner/operator for all vessels covered by a contingency plan. For nontank vessels, we have been accepting OSRO certifications which list the individual vessels covered. In order to streamline OSRO documentation submissions for nontank vessels, we have determined that OSRO service agreements no longer need to list each vessel. The service agreements may now be with the Protection and Indemnity Club (P & I) that covers the vessels of a plan instead of the owner/operator.

However, to assure the plan reviewer that the vessels have the required coverage, the plan must identify the P & I Club in which the owner/operator is a member. If the owner/operator is a member of more than one P & I Club, a list of vessels covered by each Club shall be in the plan. It would be the plan writer's responsibility to include this information under "Introductory Material" or "Vessel Specifics" within the contingency plan. The OSRO listed in the notification section of the contingency plan must match the OSRO providing the service agreement. We anticipate that accepting alternative OSRO documentation will simplify and streamline the contingency plan submission process.

Please ensure that your "reduced" piping diagrams are still readable. Where plan writers and submitters think of "fitting the drawing" into the contingency plan, we think of reading the drawing. Full size drawings that have been reduced to 8.5 x 11 inches we have generally found to be "unreadable." Unreadable drawings will result in your plan not being approved.

The most recent tanker inspections are those conducted by the Flag State or by the Classification Society acting on behalf of the Flag State. For U.S. tankers, the Certificate of Inspection is the only document we would need. For Foreign tankers, the certificates to be provided should cover the same information found on the U.S. Certificate of Inspection. I would include the Safety Construction Certificate, Safe Manning Certificate, and

International Oil Pollution Prevention (IOPP) as a minimum.

The Safety Management Certificate is issued after an audit and is specifically required by our California State regulations.

We do not need the Federal (USCG) COFR.

The VRP or SOPEP need only be submitted if they are being used to satisfy parts of the California Contingency Plan...in which case you should be providing a cross reference page citing our California Contingency Plan Regulations and the VRP or SOPEP section satisfying that regulation.

### **Response**

#### ***Cases this quarter***

##### **NORCAL MSB Case of the Quarter**

Investigation still in progress

By Rick Holly

Here's another unusual case. Take a pre WW II (World War Two) dredge (complete with over ten bullet holes from Japanese "Zeros"), put the barge in the middle of the Sacramento Delta in Shag Slough, use a ballast tank on the barge for the dumping of "Waste Oil", allow the barge hull to deteriorate overtime with no preventive maintenance and what do you have??? The answer is a partially sunken barge, listing 20 degrees to port. Also, as an added feature the barge spills oil through a 2 inch line at the ballast tank top that is now underwater as the tide floods and ebbs. Over 2000 gallons of waste oil pollutes the environment and the clean up cost plus dismantling the barge in place will exceed over \$500,000. One of the lessons learned here is disposal of waste oil on old hulks of vessels will not save you money.

##### **Last case of the quarter wrap up**

By Rick Holly

Remember the pipeline that was mysteriously cut (in the past) and then flushed as part of the removal process? To date we have concluded that the pipeline operator either didn't keep adequate maintenance or repair records on his pipelines. To date he hasn't been able to find the records (if they exist). Looks like an Organizational Management Error and/or Human Error that caused this mishap. No further information is available.

##### **SOCAL MSB Case of the Quarter**

A day in the life of a field supervisor

By Jim Rolin

On September 30<sup>th</sup>, 2003 the Southern Field Operations Unit was notified of a unique situation. The non tank vessel (NTV) SEA BLESSING was in port without an approved California Certificate of Financial Responsibility (COFR) or contingency plan. All the OSPSs were busy on other projects and spills, training etc, so I conducted a boarding of the SEA BLESSING at Long Beach Berth 118 and completed a NTV inspection. What I discovered and documented was as follows:

On September 18<sup>th</sup>, 2003 at 2335 hours the M/V IRENE arrived in the Port of Long Beach and dropped anchor at LB Anchorage B-5. On September 19th the vessel received bunkers; its California COFR and contingency plan at that time were valid. The last NTV inspection was completed by OSPS Vern Josey in the Port of San Diego with no violations noted.

On September 24, 2003, the IRENE was sold to Goodport Limited of Monrovia, Liberia. The new owners changed the vessel's name to SEA BLESSING, replaced the crew and shifted to Long Beach Berth 118 where the vessel was in the process of taking on scrap metal as cargo. I boarded the vessel there with Warden Brian Gollhofer.



The NTV inspection was completed and violations noted. The COFR and contingency plan which had been valid when the vessel entered state waters was no longer valid once the vessel was sold. It should be noted that in the middle of the inspection a Jankovich and Sons mobile transfer unit (MTU) arrived and was going to give lube oil to the vessel. After conversing with me on the current status of the vessel's COFR and contingency plan, the driver of the MTU choose not to conduct the transfer until all documents were in order.

As Brian and I depart the SEA BLESSING our pagers went off in unison. It was OSPR Dispatch notifying us there was a spill at Los Angeles Berth 400. Fuel oil was released into the LA harbor from the M/V DAGMAR MAERSK while the vessel was taking on bunker fuel oil from the Tank Barge CYPRESS "L." Warden Gollhofer and I immediately responded to the location and made sure the responsible party was taking proper action. We also investigated why this incident happened. Because this case is technically still an investigation I really can't get in to the specifics of the case but I will generalize as well as I am able to.

At 1410 hours on September 30<sup>th</sup>, 2003, the CYPRESS "L" commenced bunkering the DAGMAR MAERSK. At approximately 1430 hours (20 minutes later) a member of the ship's crew requested an emergency shutdown. The tankerman on the barge shutdown the operation and secured the valves on the barge. At the time of the emergency shutdown the tankerman was in the process of slowly bringing the transfer rate up to the agreed upon volume per hour and was still pumping at a relatively slow rate.

The ship was to receive approximately 800 metric tons or 5200 net barrels of IF-380, a type of bunker fuel oil. After the shutdown the barge was gauged and it was discovered that in the approximately twenty minutes of pumping, 77.52 metric tons or

492.24 net barrels of IF-380 had been transferred from the barge.

The ship was to receive its bunkers in tanks number 4 Port and 4 Starboard. Each of these tanks has a capacity of 1004.7 cubic meters or 6319.362 net barrels (972.209 metric tons). The vessel load plan called for each of the tanks to receive 400 metric tons per tank and since each tank was empty at the time this could not have been an easier load. The simple version is to open up the fours and when the barge has completed the transfer shut the tanks, disconnect the hose and gauge the tanks. The problem is that the oil that spilled from the ship did not come out of either tank 4 port or starboard. The oil was released from the number 5 starboard tank vent. The problem of course is that the number 5 starboard tank should have been isolated from the transfer.

There is of course more, but until the investigation is complete we will not be able to release more information.

### ***Volunteers***

By Cindy Murphy

On October 18, 2003, OSPR and the Oiled Wildlife Care Network (OWCN) hosted Volunteer Appreciation Day at Putah Creek Lodge at UC Davis. The event was for volunteers and their families to enjoy an afternoon of arts and crafts, an air boat demonstration given by OSPR's own Randy Imai, a video presentation on bird washing given by OSPR's Public Information Officer, Rob Hughes, and lunch from Dos Coyotes provided by OWCN. The event was a part of the ongoing outreach to the hundreds of volunteers that donate their time to rehabilitate the thousands of injured or oiled animals that are brought to one of the many wildlife centers in California.



On October 22, 2003, ConocoPhillips, hosted the first volunteer tanker tour on one of their vessels' POLAR CALIFORNIA. Diane Watson, a volunteer at the International Bird Rescue and Research Center in Fairfield attended the event. Diane said, "I thoroughly enjoyed the tour thanks to the wonderful men that worked on the ship. They answered all of my questions (and there were many!) and showed us the entire ship from the bridge to 30 feet under the water line. It was an incredible opportunity to see how these ships run, and how complicated and dangerous they are. What was to be a 45 minute tour ended up to be close to three hours with a lunch and it was worth every minute of my time."

Betsy Knox, an Office Technician at the Marine Safety Branch attended, and said "When the opportunity to see an oil tanker in person comes up, take it! It's a wonderful opportunity to witness how our Oil Spill Prevention Specialists and the Office of Spill Prevention and Response serve both industry and our environment...We toured the deck, control room, and engine room of the POLAR CALIFORNIA...It was such a powerful vessel with such an expensive cargo, but we learned that the ship (which was a single-hulled vessel) would be scrapped within a matter of years due to OPA 90 regulations...It was also interesting to learn that all of their contingency plans were available electronically in the case of a spill."

A special thanks goes out to Captain Pete Bonabaker, with ConocoPhillips. Captain Bonabaker arranged the tour and was a wonderful host.



The OSPR's Volunteer Program, OWCN, and IBRRC have been busy working on instructional videos for volunteers. These instructional videos will be a handy training tool. Stay tuned...

### **In the Works**

#### ***SONS Update***

By Ted Mar

SONS Technology Workshop

The California Department of Fish and Game's Office of Spill Prevention and Response (OSPR) and ChevronTexaco are pleased to announce the upcoming *Electronic Technologies for Oil Spill Response in the Marine Environment Workshop*. The workshop is scheduled for January 13-15, 2004 at ChevronTexaco's Corporate Headquarters located at 6001 Bollinger Canyon Road, in San Ramon, California. The workshop will be located in building Bishop Ranch 1, in room 1220/1240.

The intent of the workshop is to bring together the Government, industry and commercial oil spill response community for invited presentations and facilitated discussions of current and cutting-edge technologies focused on electronics, remote sensing,

and communications for oil spill prevention and response. Representatives in the field of satellite imagery, high-frequency radar, and spill trajectory modeling have also been invited to participate.

Additional details will be provided on the OSPR website (<http://www.dfg.ca.gov/ospr>). Space may be limited so to reserve your place in the workshop no later than December 15, 2003. Please contact Ms. Betsy Knox or Ms. Ima Holden-Romeo at (916) 327-9944.

#### ***Spill Management Team (SMT)***

By Chris Klumpp

As our last newsletter indicated, we are collecting information on Spill Management Teams and are seeking your help. Please fill out the attached questionnaire and fax it back to the Marine Safety Branch at (916) 327-9077, attn: Mr. Chris Klumpp. Your time and efforts are greatly appreciated. If you did not receive a questionnaire or would just like to submit comments, just drop me a note by e-mail at [cklumpp@ospr.dfg.ca.gov](mailto:cklumpp@ospr.dfg.ca.gov) or call me at (916) 322-1195.

### **Meet Your MSB Staff**

#### ***Jack Prescott***



Jack had the good fortune of entering into state service after having worked for Crowley Maritime Corporation (CMC) from 1978 until joining State Lands Marine Facilities Inspection & Management Division (SLMF&ID) in January of 1991. Luck and perseverance paid off again for Jack when he transferred to OSPR in November 1993. Here he has used his knowledge of administrative and engineering controls to work with spillers on prevention methods that address their particular operational shortfalls which resulted in their becoming a Responsible Party (RP).

During his employment with CMC prior to transferring to the LA/LB area he worked on special projects as a heavy lift crane operator, able bodied seaman, tankerman, and towboat operator. The projects ranged from dredging, salvage, and military support from the North Atlantic to the Caribbean. He also worked in port operations out of Cape Canaveral for shipyard repairs, Coast Guard inspections, and surveyed equipment for damage/repair estimates. To round out his tow boat experience he towed cargoes for Texaco and Shell Oil from the Mississippi River to the Northeast and points in between.

October 1985 Jack transferred into a shore-based tankerman position in the LA/LB area for CMC after winning a company wide bid for the position. Over the next six years Jack worked on all of CMC's barges that were in the west coast trade & two of the offshore drilling platform support operations.

1990 CMC downsized LA/LB operations and Jack was looking at the potential of having to take another position with CMC back east or in the gulf due to local union pressure. It seems the local union officials did not want to recognize Jack's employment with CMC outside of the LA/LB area for seniority rights. During the next nine months he won his seniority rights when the headquarters for the Seafarers International Union (SIU) enforced provisions in the contract relating to transfer rights within CMC.



As a side note Jack has taken up the torch left by Mrs. Winchester in building on his home in Oceanside. It seems he had been working on a large addition for the past two years, and having finally finished, is now remodeling the rest of the house with no end in sight.

### ***Vince Jeffries***



Vince was born in Aton, Illinois and was both a Junior High and High School varsity tri-letter athlete (football, basketball, and track) by the time he moved to Houston, Texas. It was there he began his naval career, joining the NROTC and attaining the position of Battalion Commander. He graduated with an Electrical Engineering degree and received a Navy commission.

After receiving his commission, Vince had several shipboard tours working in the Engineering and Weapons Department. His ship assignments ran the full range from frigates to cruisers to battleships. In between ships his shoreside assignments included stints as a college NROTC instructor, and technical tours working with Naval communications, surveillance, and base closures (BRAC). He retired from the Navy as a Commander.

He first went to work for the State of California as a Marine Terminal Inspector with the State Lands

Commission, Marine Facilities Division in Long Beach. His job there included monitoring marine terminal bulk oil transfers to tank vessels, including those at offshore moorings.

He then transferred to the Office of Spill Prevention and Response as an Oil Spill Prevention Specialist, working out of our Cordelia office. There, in addition to monitoring bunker transfers, he conducts non tank vessel inspections and responds to oil spills.

Off hours his hobbies include drag racing, darts, biking, radio-controlled cars, and polishing his centennial edition Harley-Davidson.

### ***Bill Weber***



Bill enlisted in the Coast Guard in 1973 and served various operational tours as a Quartermaster; retiring in 1997 after leaving the Pacific Strike Team as a Warrant Boatswainmate. Selling insurance and analyzing finances as a second career, Bill decided to join OSPR in March of 2001, where he was assigned to the Drills and Exercises Unit. When that unit was transformed into the Readiness Unit, Bill went along to run the OSRO rating program. In addition to reviewing contingency plans, he assists in all RU projects.

Office of Spill Prevention and Response (OSPR) is on a fact finding mission regarding Spill Management Teams (SMT). To assist us in determining how a SMT is structured, trained, and operates during a spill or drill in California, the OSPR is asking for your help by answering the following questions:

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Company: \_\_\_\_\_

Headquarter's Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_ E-mail \_\_\_\_\_

Location of all identified Incident Commanders and/or Qualified Individuals?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you have a Regional/National ("away") team? Yes ☐ No ☐  
If yes their address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Location(s) of all ICS Section Chiefs?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Number of additional qualified personnel that are able to staff a command post after the first 24 hours and how are they contacted? Number of personnel: \_\_\_\_\_ Contact method: \_\_\_\_\_

What communication system do you use to mobilize the SMT? \_\_\_\_\_

Does your company have any owned mobile command post capabilities for use in California? Yes ☐ No ☐

Is Incident Command System (ICS) specific training required to qualify your people? Yes ☐ No ☐  
If so, what? \_\_\_\_\_

Is there any additional training you require for your SMT personnel? Yes ☐ No ☐  
If so, what? \_\_\_\_\_

How many contingency plan holders do you cover in California? \_\_\_\_\_

Are there any other issues you deem pertinent to the SMT's? Yes ☐ No ☐  
If so, what? \_\_\_\_\_

What is your definition of a Spill Management Team? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Would you like to participate in some open discussions on this topic? Yes ☐ No ☐

If yes, please provide: phone number (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ email address: \_\_\_\_\_

We will host a series of meetings in calendar year 2004 to share information compiled and answer any questions. It is **not** the OSPR's intentions to begin drafting legislation or regulations, but to find what role SMT's play in an oil spill or drill. Your time and effort spent completing this questionnaire is appreciated.

Please return this questionnaire to the Marine Safety Branch, and attention Mr. Chris Klumpp, at fax number **(916) 327-0907**.

### ***Marine Safety Branch Phone List***

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### ***The MSB e-Newsletter***

The MSB Newsletter can be found on the internet at:

[www.dfg.ca.gov/ospr/organizational/msb/newsletter/newsletter.htm](http://www.dfg.ca.gov/ospr/organizational/msb/newsletter/newsletter.htm)

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